

## **5.13 Public Safety and Hazards**

This section evaluates the potential impacts of the SV 50K/Moosa 50K Alternative on public safety and hazardous materials. This evaluation includes an assessment of the direct, indirect, short-term, long-term, and cumulative effects of the SV 50K/Moosa 50K Alternative on potential use, transport, and release of hazardous materials; presence of hazardous materials sites in the study area; flooding (including the issue of dam failure) and recreational accidents. The hazardous materials evaluation is based on two hazardous materials reports prepared by Rincon Consultants (2006), which are included as Appendix F to this EIR/EIS.

### **5.13.1 Affected Environment**

The SV 50K study area would be a subset of the larger SV 100K study area, and the Moosa 50K study area would be a subset of the larger Moosa 100K study area. Therefore, the following discussion refers to Section 3.13.1 (Public Safety and Hazards for the Proposed Action) and Section 4.13.1 (Public Safety and Hazards for the Moosa 100K Alternative) of this EIR/EIS for information on the Affected Environment as it applies to the SV 50K/Moosa 50K Alternative.

#### **5.13.1.1 Environmental Setting**

The environmental setting for the SV 50K and Moosa 50K components of the SV 50K/Moosa 50K Alternative would be the same as described in Section 3.13.1.1 (Public Safety and Hazards for the Proposed Action) and Section 4.13.1.1 (Public Safety and Hazards for the Moosa 100K Alternative) of this EIR/EIS.

#### **5.13.1.2 Regulatory Setting**

Both the SV 50K and Moosa 50K components of this alternative would be located in San Diego County; therefore, the same general state laws and regulations for the Proposed Action and the Moosa 100K Alternative would apply to this alternative. Please refer to Sections 3.13.1.2 and 4.13.1.2 for a discussion of the regulatory setting that applies to the SV 50K and Moosa 50K components, respectively, of this alternative.

### **5.13.2 Project Design Features**

General Conditions and Standard Specifications that would be included in the project construction documents to reduce public safety and hazards impacts associated with the SV 50K/Moosa 50K Alternative are summarized in Section 1.9.6 (Introduction, Public Safety and Hazards) of this EIR/EIS. In addition, the SV 50K/Moosa 50K Alternative would incorporate the same project design features as those described in Section 3.13.2 (Public Safety and Hazards for the Proposed Action) of this EIR/EIS.

## 5.13.3 Direct and Indirect Effects

### 5.13.3.1 Thresholds of Significance

The thresholds of significance used to evaluate potential public safety impacts for the SV 50K/Moosa 50K Alternative are the same as those used to evaluate impacts for the Proposed Action and the Moosa 100K Alternative. The thresholds are based on applicable criteria in the State CEQA Guidelines (CCR §§15000-15387), Appendix G and the ESP EIR/EIS; and the RWFMP PEIR. A significant public safety impact would occur if the SV 50K/Moosa 50K Alternative:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
4. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
5. Increase boating accidents due to increased recreational use of any reservoir.

### 5.13.3.2 Impact Analysis

#### Methodology

The methodology used to evaluate public safety impacts at the SV 50K footprint is the same as described in Section 3.13.3.2 (Public Safety and Hazards for the Proposed Action) of this EIR/EIS, and the methodology used to evaluate public safety impacts at the Moosa 50K project site is the same as described in Section 4.13.3.2 (Public Safety and Hazards for the Moosa 100K Alternative) of this EIR/EIS.

#### Analysis

***Threshold 1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials***

#### SV 50K and Moosa 50K

The conclusions in Sections 3.13.3.2 (Public Safety and Hazards for the Proposed Action) and 4.13.3.2 (Public Safety and Hazards for the Moosa 100K Alternative) of this EIR/EIS also apply

to the SV 50K and Moosa 50K footprints. The SV50K/Moosa 50K Alternative would implement safety measures in accordance with the Water Authority's General Conditions and Standard Specifications (refer to Section 1.9.6 [Introduction, Public Safety and Hazards] of this EIR/EIS), and project design features would be incorporated into plans and specifications, as described in Section 3.13.2 of this EIR/EIS. Therefore, hazard impacts as a result of routine transport, use, or disposal of hazardous materials at either the SV 50K or Moosa component of this alternative would be less than significant.

### **Combined Impacts**

While the potential impacts of the SV 50K/Moosa 50K Alternative would be expected to be reduced with the smaller inundation area compared to the Proposed Action and Moosa 100K Alternative, the SV 50K/Moosa 50K Alternative would result in an overall increase in the geographical extent and number of trucks transporting hazardous materials, assuming both the San Vicente and Moosa sites are constructed concurrently. This would increase the risk potential for spills. However, even if this scenario were to occur, any such marginal increase in public safety impacts from hazardous materials transport spills would be less than significant with implementation of the general conditions and standard specifications that would be incorporated into any excavation and transport work conducted at the San Vicente and Moosa sites (refer to discussions under Threshold 1 in Sections 3.13.3.2 and 4.13.3.2, respectively). Therefore, combined impacts of the SV 50K and Moosa 50K components would be less than significant.

*The SV 50K/Moosa 50K Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Safety measures would be implemented to control the routine transport, use, or disposal of hazardous materials during project construction and operation. Therefore, impacts from hazardous materials transported, used or disposed of during construction and operation associated with the SV 50K/Moosa 50K Alternative would be less than significant.*

***Threshold 2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment***

### **SV 50K and Moosa 50K**

As discussed in Sections 3.13.3.2 (Public Safety and Hazards for the Proposed Action) and 4.13.3.2 (Public Safety and Hazards for the Moosa 100K Alternative), the proposed safety measures would prevent upsets or accident conditions involving the release of hazardous materials, also applies to the SV 50K/Moosa 50K Alternative. In addition, as discussed under Threshold 1 above, the implementation of safety measures from the Water Authority's General Conditions and Standard Specifications and from the project design features (Section 3.13.2 [Public Safety and Hazards for the Proposed Action] of this EIR/EIS), would be incorporated into plans and specifications to reduce the risk of upsets, including accidental explosions or releases of hazardous substances. Therefore, potential hazards due to upset or accident

conditions involving the release of hazardous materials at either the SV 50K or Moosa 50K component of this alternative would be less than significant.

### **Combined Impacts**

While the potential impacts of the SV 50K/Moosa 50K Alternative would be expected to be reduced with the smaller inundation area compared to the Proposed Action and Moosa 100K Alternative, the SV 50K/Moosa 50K Alternative would result in an overall increase in the geographical extent and number of trucks transporting hazardous materials, assuming both the San Vicente and Moosa sites are constructed concurrently. This would increase the risk potential for upsets and accidents. However, even if this scenario were to occur, any such marginal increase in public safety impacts from hazardous materials upsets and accidents would be less than significant, with implementation of the general conditions and standard specifications that would be incorporated into any excavation and transport work conducted at the San Vicente and Moosa sites (refer to discussions under Threshold 2 in Sections 3.13.3.2 and 4.13.3.2, respectively). Therefore, combined impacts of the SV 50K and Moosa 50K components would be less than significant.

*The SV 50K/Moosa 50K Alternative would not create a significant hazard to the public or the environment. Safety measures would be implemented to prevent upsets during construction and operation. Therefore, impacts of the SV 50K/Moosa 50K Alternative would be less than significant*

***Threshold 3: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment***

### **SV 50K**

The SV 50K component would not be located on any areas affected by hazardous materials. Therefore, there would be no impact due to the SV 50K component. The SV 50K component would be fully contained within the disturbance limits. Therefore, there would be no impacts from the SV 50K component.

### **Moosa 50K**

Based on limited field reconnaissance and review of historic land use and hazardous material records, the potential is high for the presence of non-routine levels of hazardous materials in the Moosa 100K study area.

Impacts from the presence of hazardous materials for the Moosa 100K Alternative would be significant. The Moosa 50K component would be fully contained within the disturbance limits of the Moosa 100K Alternative. In particular, the closed Valley Center landfill would still pose a potential threat to public safety as a result of the Moosa 50K component. The maximum surface elevation of the Moosa 50K reservoir would be 1,168 AMSL at MNP. At this elevation,

reservoir water would approximately inundate a portion of the southwest corner of the Valley Center Landfill parcel (see Figure 5.13-1). The reservoir water would not physically cover the landfill, however the edge of the surface water line would be approximately 100 feet from the perimeter of the landfill. Based on this proximity, it is possible that inundation of the reservoir would raise the groundwater level in the area such that the proposed Moosa 50K reservoir and the landfill would be hydrologically connected. If the Valley Center Landfill contains hazardous materials or contaminated soil, the proximity of the Moosa 50K reservoir to the landfill could cause the material to become mobilized by groundwater. Therefore, similar to the Moosa 100K Alternative, impacts from the Moosa 50K component to the public or the environment from areas affected by hazardous materials would be significant.

### **Combined Impacts**

While the potential impacts associated with the Moosa 50K component would be less than those associated with the Moosa 100K Alternative with the smaller inundation area, there is still potential for significant impacts to occur. In particular, soil and groundwater impacts associated with the Valley Center Landfill could still occur. Therefore, the combined impacts of the SV 50K and Moosa 50K components would be significant.

*The Moosa 50K component would create a significant hazard to the public and the environment due to contaminants that could be present in soil and/or groundwater. Based on limited field reconnaissance and review of historic land use and hazardous material records, the potential is high for the presence of non-routine levels of hazardous materials in the Moosa 50K project site. Therefore, the combined impacts of the SV 50K/Moosa 50K Alternative would be significant (Impact SV/M/HM 1).*

***Threshold 4: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam***

### **SV 50K and Moosa 50K**

As discussed in Sections 3.13.3.2 (Public Safety and Hazards for the Proposed Action) and 4.13.3.2 (Public Safety and Hazards for the Moosa 100K Alternative), the SV 50K dam and the Moosa 50K dam would be designed with a safety goal regarding potential dam failure of one in a million; therefore, catastrophic dam failure and associated downstream flooding would be extremely low. This also applies to the SV 50K and Moosa 50K footprints. Impacts due to risk of flooding as a result of dam failure at either the SV 50K or Moosa 50K component would be less than significant.

### **Combined Impacts**

A dam failure simulation was not conducted for the SV 50K/Moosa 50K Alternative, since it is not the Proposed Action. If the SV 50K/Moosa 50K Alternative is chosen, a dam failure simulation would be conducted. The SV 50K/Moosa 50K Alternative would employ similar construction methods, safety measures, project design features and operational parameters as the

Proposed Action and Moosa 100K Alternative at each site (Section 3.13.2 and 4.13.2, respectively). Since the new Moosa 50K dam and the expanded SV 50K dam would be designed to hold less water, some design and construction features would differ (see Section 2.4 for details); however, safety measures would remain the same.

The SV 50K/Moosa 50K Alternative would involve the construction of two dams in the San Diego County region. The construction and operation of two dams (as opposed to one) would elevate the risk of dam failure and associated downstream flooding. However, the risk of dam failure and subsequent flooding would still be extremely low. Therefore, the combined impacts of the SV 50K and Moosa 50K component would be less than significant.

*The SV 50K and Moosa 50K components of the SV 50K/Moosa 50K Alternative would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam or overtopping of the spillway. The SV 50K/Moosa 50K Alternative would be designed with a safety goal of one in a million, so catastrophic dam failure and associated downstream flooding would be extremely low. Therefore, impacts of the SV 50K/Moosa 50K Alternative would be less than significant.*

#### ***Threshold 5: Increase boating accidents due to increased recreational use of any reservoir***

##### **SV 50K and Moosa 50K**

The conclusions in Sections 3.13.3.2 (Public Safety and Hazards for the Proposed Action) and 4.13.3.2 (Public Safety and Hazards for the Moosa 100K Alternative) also apply to the SV 50K and Moosa 50K footprints. The SV 50K component would allow approximately 150 water ski boats to use the expanded reservoir any given time (Weber, 2006). This would be sixteen fewer boats compared to the Proposed Action (see Section 3.13.3.2 of this EIR/EIS). On “non-water ski” days, the maximum number of boats allowed on the reservoir would be 291, the same number as the Proposed Action. Based on these estimated number of boats, and assuming peak reservoir usage occurred only on the weekend during summer months, the estimated annual increase in accidents would be 0.1, or one additional fatality every ten years.

Water skiing and swimming would not be allowed with the Moosa 50K component. Based on a projected annual number of visitors of 28,000, and assuming a maximum of four persons per boat, an estimated 0.34 boating fatalities per year would be expected (see Section 4.13.3.2, Threshold 5). The Moosa 100K Alternative would generate a negligible increase in boating accident potential; impacts would be less than significant. The Moosa 50K component would have less inundation area than the Moosa 100K Alternative and, therefore, fewer boats operating in the smaller reservoir. Therefore, impacts due to increased boating accidents at either the SV50K component or the Moosa 50K component of this alternative would be less than significant.

## Combined Impacts

The SV 50K/Moosa 50K Alternative would provide the same recreation facilities provided at each component site as described for the larger carryover storage alternatives (Section 2.2.1.2 and 2.3.1.2). The existing marina at the San Vicente site would be relocated, and a new marina would be built at the Moosa site. Recreational uses associated at each site would include boating, fishing, and day use.

If the SV 50K/Moosa 50K Alternative were implemented, the combined overall impacts on recreational safety would be an estimated 0.44 boating fatalities per year. This represents the combined overall impacts from new recreation facilities at the Moosa 50K Reservoir and expanded use at the San Vicente Reservoir. This incremental number of accidents that could occur is negligible. In addition, due to the safety measures that would be employed at Moosa and San Vicente Reservoirs, the overall risk associated with boating (4.7 fatalities per 100,000 boats) would not change as a result of the SV 50K/Moosa 50K Alternative. Combined impacts associated with the SV 50K and Moosa 50K components from increased boating accidents due to increased recreational use of any reservoir would be less than significant.

*The SV 50K/Moosa 50K Alternative would generate a negligible increase in boating accident potential due to increased recreational use of the San Vicente and Moosa reservoirs. Therefore, impacts of the SV 50K/Moosa 50K Alternative would be less than significant.*

### 5.13.3.3 Mitigation Measures

Mitigation to reduce public safety and hazards impacts to below a level of significance for the Moosa 50K component would be the same as for the Moosa 100K Alternative. There is no need for mitigation for the SV 50K component. The mitigation measures for the Moosa 100K Alternative are listed in Section 4.13.3.3 of this EIR/EIS, and are repeated here as follows.

To reduce significant public safety impacts from the potentially high degree of non-routine levels of hazardous materials in the Moosa 50K component of the SV 50K/Moosa 50K Alternative (**Impact SV/M/HM 1**), the Water Authority will implement the following mitigation measures:

#### **SV/M/HM 1-1** Betsworth 4 Bay (11580 Betsworth Road)

- Review County of San Diego regulatory agency files to gain further information regarding this facility.
- Perform a site visit to ascertain the potential for a release or other impact to the soil and groundwater of the site.
- If necessary, conduct soil and groundwater sampling to determine the areas and concentrations of a potential release.
- If necessary, implement an appropriate remedial action (clean-up) plan prior to construction of the dam and inundation of the area.

**SV/M/HM 1-2** Valley Center Landfill (28700 Aerie Road)

- Review County of San Diego regulatory agency files to determine the most recent ground water monitoring data and additional information regarding the former landfill. Conduct groundwater monitoring and soil testing to determine the type of material contained within the landfill and the potential for movement the material and contamination of groundwater or surface water.
- If hazardous material is found, conduct a feasibility study and determine which of the following measures would be most appropriate:
  - Encapsulate the entire landfill area with a non-permeable barrier to prevent inundation of the landfill from reservoir water and to prevent leachate or other contaminants from flowing into the drinking water supply;
  - Construct an impermeable dam or other barrier between the inundation area and the former landfill area. This dam or wall is intended to prevent the inundation of the landfill area and migration of leachate or other potentially hazardous materials from migrating into the water of the proposed reservoir.

**SV/M/HM 1-3** Ernest J. Allen (12363 Betsworth Road)

- Review County of San Diego regulatory agency files to gain further information regarding this facility and the UST at this facility.
- Perform a site visit to determine the location of the UST and the potential to impact the proposed inundation area.
- If necessary, conduct soil and groundwater sampling to determine if a release has impacted the soil and groundwater within the proposed inundation area.
- If necessary, implement an appropriate remedial action (clean-up) plan prior to construction of the dam and inundation of the area.

**SV/M/HM 1-4** Circle R Ranch Trading Post (8751 Old Castle Road)

- Review County of San Diego regulatory agency files to gain further information regarding this facility and the reported release.
- Perform a site visit to ascertain the release location and the potential impact to the pipeline area of the site.
- If necessary, conduct soil and groundwater sampling in the area of the pipeline to determine if the release has impacted the soil that will be excavated as a part of the pipeline construction.
- If necessary, implement an appropriate remedial action (clean-up) plan prior to construction of the pipeline.

**SV/M/HM 1-5** Other Adjacent Facilities (Janis Trucking, H/T Farms/McMillan Farm Management, and Castle Creek Country Club)

- Review County of San Diego regulatory agency files to gain further information regarding these facilities and the reported release.
- If necessary, conduct monitoring of soils for contamination during dam construction activities on the adjacent inundation and pipeline areas.

**SV/M/HM 1-6** Scattered Residences

- Identify all residences and utility poles with transformers within the proposed inundation and pipeline areas. Identify and remove all propane storage tanks and septic tanks associated with the private residences. Identify and remove (or relocate) all pole mounted transformers and utility poles that are within the proposed inundation area.
- Test soil in the vicinity of the transformers for PCBs or other potential contaminants and remove any contaminated soil.

**SV/M/HM 1-7** Agricultural Activities

- Conduct a site reconnaissance at each farming and nursery facility within the proposed inundation area to assess the presence of fuel tanks, auto equipment repair areas, equipment storage areas, smudge pots, windmills, greenhouses, and the storage and use of pesticides and herbicides.
- Conduct file reviews at the appropriate regulatory agencies (DEH, RWQCB, etc.) for the facilities within the proposed inundation area to determine the presences of USTs and for reported releases. Further file reviews can provide the quantities and locations hazardous materials generation and storage as well as the quantities of pesticides and herbicides used at each facility.
- Conduct soil sampling as necessary at facilities that are potentially impacted. Analyze samples to determine if petroleum hydrocarbons, metals, pesticides, or herbicides have contaminated the soils in the proposed inundation and pipeline areas.
- If the analysis indicates that soils or groundwater have been contaminated, implement appropriate remedial action (clean-up) plans prior to construction of the dam and inundation of the area.

**SV/M/HM 1-8** Equipment Area, Valley Center Municipal Water District

- Conduct a site reconnaissance at the facility to assess the area for the storage and use of hazardous materials.
- Conduct soil sampling if hazardous material storage, usage, or a release are identified. Analyze samples to determine if petroleum hydrocarbons,

metals, pesticides, or herbicides have contaminated the soil in the vicinity of this facility.

- If the analysis indicates that soils have been contaminated, implement appropriate remedial action (clean-up) plans prior to construction of the dam and inundation of the area.

#### **5.13.3.4 Residual Impacts after Mitigation**

No residual impacts would remain after implementation of the standard conditions, planned project design features, and mitigation measures listed above.

### **5.13.4 Cumulative Effects**

#### **5.13.4.1 Other CIP Projects**

CIP projects that would contribute to cumulative public safety and hazardous materials impacts of the SV 50K/Moosa 50K Alternative would include those projects that would also impact the Proposed Action and the Moosa 100K Alternative identified in Sections 3.13.4.1 and 4.13.4.1, respectively. These projects would include the Slaughterhouse Terminal Reservoir, Hubbard Hill Flow Regulatory Structure, North County Distribution Pipeline Flow Regulatory Structure, and Second Crossover Pipeline. The PEIR for the Regional Water Facilities Master Plan concluded that implementation of appropriate project design features or mitigation measures would reduce cumulative impacts due to construction, operation, and maintenance of the water infrastructure projects proposed by the Water Authority (refer to Section 3.13.4.1). The above conclusions regarding cumulative public safety and hazardous materials impacts for the four CIP projects described above are incorporated into the cumulative public safety and hazardous materials analyses in Section 5.13.4.3 below.

#### **5.13.4.2 ESP Projects**

ESP project components that would be in the vicinity of the SV 50K component would include the San Vicente Pipeline, the San Vicente Pump Station, and the San Vicente Surge Control Facility. The ESP EIR/EIS concluded cumulative public safety impacts would not be significant. The above conclusions regarding public safety impacts for the ESP projects are incorporated into the cumulative analyses in Section 5.13.4.3.

#### **5.13.4.3 Other Planned Projects with CIP and ESP Projects**

This section evaluates the cumulative public safety impacts of the SV 50K/Moosa 50K Alternative when considered in conjunction with the other planned projects listed in Table 5.2-1, and incorporates the cumulative public safety impacts associated with the CIP and ESP projects described in the above sections. The following cumulative public safety analysis addresses each of the five significance thresholds listed in Section 5.13.3 above.

***Cumulative Threshold 1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials***

Routine transport, use, and disposal of a limited amount of hazardous materials would occur during construction and operation of the SV 50K/Moosa 50K Alternative. Incorporation of project design features listed in Section 3.13.2 would reduce potential public safety impacts to a less-than-significant level. Therefore, cumulative public safety impacts due to construction and operation of the SV 50K/Moosa 50K Alternative, when combined with hazardous materials transport, use and disposal from the CIP, ESP, and other planned cumulative projects listed in Table 5.2-1, would be less than significant.

***Cumulative Threshold 2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment***

Safety measures from the Water Authority's General Conditions and Standard Specifications and from the project design features would be incorporated into plans and specifications of the SV 50K/Moosa 50K Alternative to reduce the risk of upsets during construction, including accidental explosions or releases of hazardous substances. Safety measures to avoid upset and accident conditions involving hazardous materials would also be expected to be incorporated into the cumulative projects, CIP projects, and ESP project components in the vicinity of the SV 50K/Moosa 50K Alternative listed above. Therefore, cumulative public safety impacts due to construction and operation of the SV 50K/Moosa 50K Alternative, when combined with risk of upset of hazardous materials or accident conditions impacts from the CIP, ESP, and other planned cumulative projects listed in Table 5.2-1, would be less than significant.

***Cumulative Threshold 3: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment***

The SV 50 K component of the SV 50K/Moosa 50K Alternative would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, several listed hazardous materials sites are located within the Moosa 50K project area (refer to Section 4.13.3.2). Construction of the SV 50K/Moosa 50K Alternative would require the disturbance of hazardous materials, which would be a significant public safety impact. Therefore, cumulative public safety impacts due to construction and operation of the SV 50K/Moosa 50K Alternative, when combined with public safety impacts due to disturbance of listed hazardous materials as a result of the construction of the CIP, ESP, and other planned cumulative projects listed in Table 5.2-1, would be significant.

***Cumulative Threshold 4: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam***

As with the Proposed Action and the Moosa 100K Alternative, the SV 50K/Moosa 50K Alternative would be designed with a safety goal of one in a million, so catastrophic dam failure

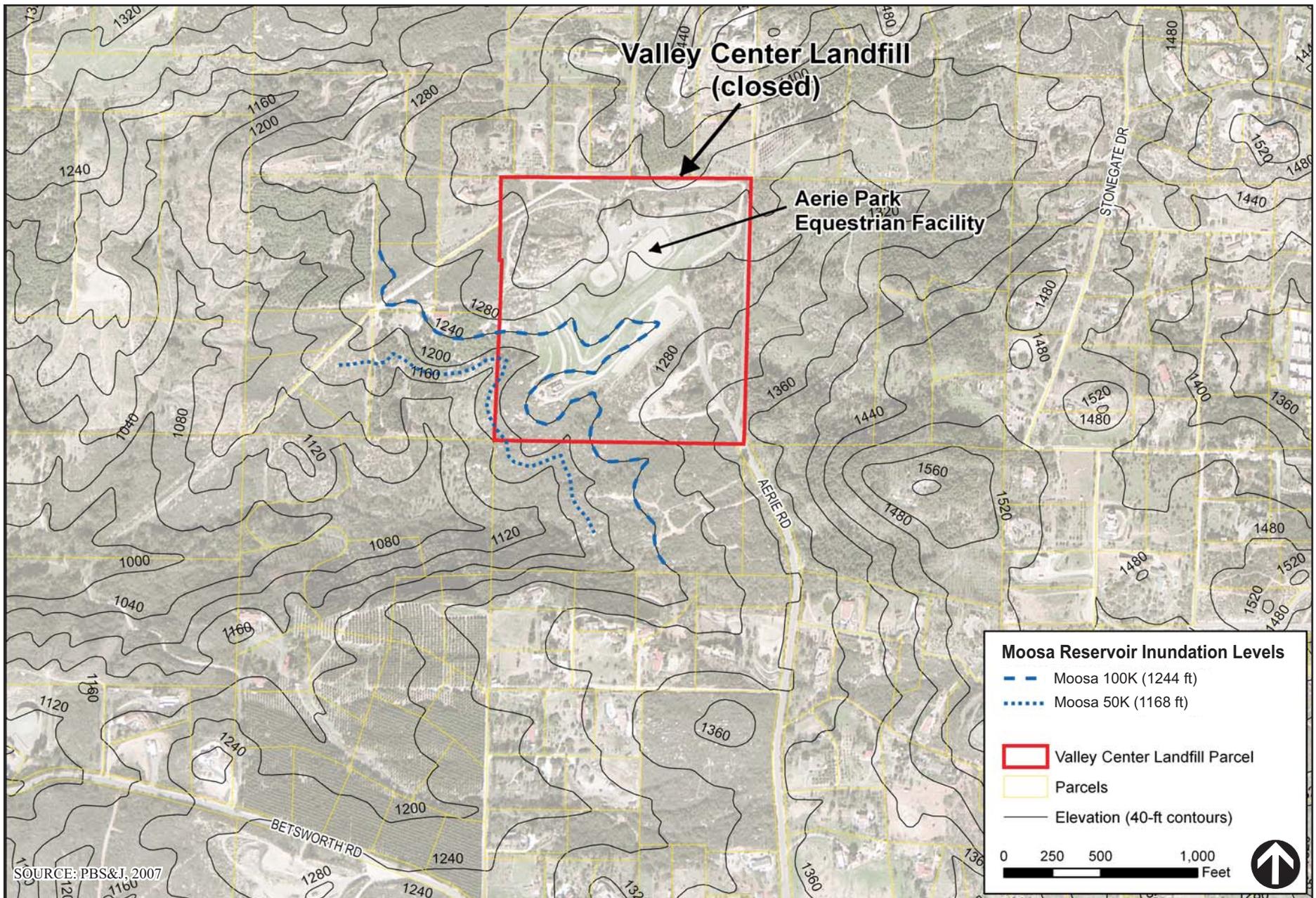
and associated downstream flooding would be extremely low. The cumulative projects and the CIP and ESP projects described above would not involve the construction of a levee or dam. It is possible that the cumulative, CIP, or ESP projects could cause flooding during short-term (construction related) or long-term (operational) activities, which could expose people or structures to a significant risk of loss, injury, or death. However, as with the SV 50K/Moosa 50K Alternative, the cumulative, CIP, and ESP projects identified above would be required to comply with mitigation measures or regulations intended to avoid or mitigate short-term and long-term significant public safety impacts as a result of flooding. Therefore, cumulative public safety impacts due to the SV 50K/Moosa 50K Alternative, when combined with short-term and long-term cumulative public safety impacts associated with the CIP, ESP, and other planned cumulative projects listed in Table 5.2-1, would be less than significant.

***Cumulative Threshold 5: Increase boating accidents due to increased recreational use of any reservoir***

The SV 50K/Moosa 50K Alternative would generate a negligible increase in boating accident potential due to increased recreational use of the San Vicente and Moosa reservoirs. The cumulative projects and the CIP and ESP projects described above do not involve the construction or creation of recreational boating opportunities. In order to maintain a safe boating environment, City staff would restrict the number of water ski boats that can use the San Vicente and Moosa reservoirs at any given time (refer to Section 3.13.3.2). In addition, the CIP projects and ESP components described above would not increase the recreational use of any reservoir. Therefore, cumulative public safety impacts due to construction and operation of the SV 50K/Moosa 50K Alternative, when combined with risk of increased boating accidents due to the CIP, ESP and other planned cumulative projects listed in Table 5.2-1, would be less than significant.

*The SV 50K/Moosa 50K Alternative would implement safety measures to control the transport, use, disposal or accidental release of hazardous materials. The SV 50K/Moosa 50K Alternative dam and marina facilities would be designed such that downstream flooding and boating accidents would be minimized. Therefore cumulative impacts due to the SV 50K/Moosa 50K Alternative for these activities, when combined with the short-term (construction related) and long-term (operational) public safety impacts associated with the CIP and ESP projects listed above, and other planned cumulative projects listed in Table 5.2-1, would be less than significant.*

*The SV 50K/Moosa 50K Alternative would result in significant project-specific public safety impacts due to the disturbance of non-routine hazardous materials (**Impact SV/M/HM 1C**). However, the Water Authority will implement the mitigation measures SV/M/HM 1-1 through SV/M/HM 1-8, described in Section 5.13.3.3, to reduce public safety impacts to a less-than-significant level. Therefore, cumulative public safety impacts due to the SV 50K/Moosa 50K Alternative when combined with the construction-related public safety impacts associated with the CIP and ESP projects listed above, and other planned cumulative projects listed in Table 5.2-1, would be less than significant.*



**VALLEY CENTER LANDFILL PROXIMITY TO MOOSA RESERVOIR INUNDATION AREAS**

**FIGURE 5.13-1**

